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or

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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980

Volume V · Number 8

THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB · FOUNDED 1980

VOL.V • JUNE 1987 • NO. 8

• William E. Olson, Editor •

• 842 Mission Hills Lane, Worthington, Ohio 43085 •

MISCELLANEOUS OBSERVATIONS

Unfortunately, your Editor seems to have fallen even farther behind his admittedly self-imposed schedule. There are numerous possible excuses, all of which will be omitted. I will make a little adjustment in our usual program, and ride along on my reserve of good will. (After all, it was bound to happen, sooner or later.)

In the past, we have not published an issue in August. This year we are skipping June instead, even though for purposes of consistency this issue is labelled "June 1987." The following issue, completing Volume V, will come out in August, and will -- I hope -- feature the Club Show to be held in Flint July 18, as well as the BCA National.

That brings me to a subject I suppose I ought to start on: membership renewal. Probably, almost everyone except me has forgotten that our membership year runs from September 1 through August 31. Most memberships will thus expire August 31. This year, as in 1986, I will send out a Renewal Notice, either with Issue 9 in August or separately. I will also send to all members, including those whose

• COVER CAR •

What's June without a wedding? Actually, this one took place in January 1987, but we can pretend. The lovely bride is Paul Culp's sister, Susan, with her new husband George Mann, and of course Paul's 1938 Century.

FOUNDED BY DAVE LEWIS

memberships do not expire in 1987, an application or questionaire, which will be the "data base" for the 1988 Roster. I am going to hold up on renewal for a while, because I am not sure what the dues for the next year should be. I strongly doubt they will need to be higher, but there is at least some chance they can be a bit lower.

A special note to overseas members: Your dues will be lower, which I assume will be good news. A little experiment with the mails has indicated that -- contrary to what I had believed -- issues mailed as "Printed Matter" move just as fast as those mailed at the "Letter Rate." Since the "Printed Matter" rate is considerably less expensive, I see no reason why we shouldn't use it. (For example, the average issue mailed to Australia requires postage of $3.32 at the Letter Rate, but only $2.41 as Printed Matter.)

Commercial advertising has been a feature of these pages almost since the beginning of the Club. I am, however, considering eliminating it, primarily for two reasons. First, with a few exceptions the interest in advertising in these pages by businesses seems to be slowly but surely declining. Second, the ads take up space and it costs almost as much to print and mail that "space" as the advertisers pay; that is to say, the ads don't make much money for the Club. I see little sense in raising the price of ads; in any event a moderate increase wouldn't really help the Club in any significant way, and I do not want the Club to be dependent financially on any business advertisers. On the other hand, commercial ads are a source of convenient information for members. Moreover, a few advertisers have been very loyal and helpful to the Club. At the moment, I am not sure how to balance these competing considerations. Some "feedback" from members and advertisers would be helpful.

SPECIAL THANKS

Even the most casual reader will have noticed that the last few issues have been fairly heavy with contributions, both written and photographic, by Paul Culp (#508). This issue contains more. Indeed, I do not know what I would have done without Paul, to whom are due Special Thanks for providing at least as much -- if not more -- useful, informative and entertaining material as any other member in the history of this publication. Perhaps some of you are getting weary of seeing " ... by Paul Culp" in every issue. Well, your Editor is certainly not weary of Paul's dedication and skill. If more of you sent stuff in, there'd be more names to see in these pages. How about it, folks? Remember the Editor is here to edit; I cannot create everything in these pages myself.

CLUB PATCHES ARE READY

You will recall that, several issues back, we learned that Keith Ladderud (#163) had undertaken to have some Club patches made using our logo. Keith has advised me that these are now ready and he says they look nice. They are priced as follows:

One for $5.00
Two for $9.00
Three for $12.00

Order from: Keith Ladderud
21708 SE 291 St.
Kent, WA 98042
206/852-8425 (85B-UICK)

Keith has generously offered to contribute the proceeds of their sale to the Club once he has recovered his investment. Our thanks to Keith for a great project. Please buy some.

MAKE 'EM THAT WAY ANYMORE?

John Huffman (#623) of Clemson, South Carolina told me a little about his '37 Roadmaster, which is still in the very early stages of restoration. Seems this car, through World War II and beyond, had been used by a funeral establishment serving the black inhabitants of a Southern city (I forget which one). Eventually the car got rather tired and a bit out of date, and was put out in a field, where it moldered some 30 years, gradually sinking into the red clay up to its frame. John rescued it, and decided to see what would happen if he supplied a battery and a little fresh gas. **THE ENGINE STARTED AND RAN.** Not perfectly, but not bad either. I defy anyone to place any 1987 iron in any field and come back 30 years hence. You'll be lucky if you can find anything left of the body, much less entertain a hope of starting the engine. Make 'em like they used to? Not on your life!

Incidentally, John -- who teaches chemistry at Clemson University and is thus in the Editor's eyes an awesome figure -- very generously offered to "chair" a meeting of Club members at the BCA National in Florida. Since these lines are being written before the meeting, I have -- obviously -- no idea what happened. We shall find out.

Nunc est bibendum!

— Bill

MAIL

June 2, 1987

William E. Olson, Editor
The Torque Tube
842 Mission Hills Lane
Worthington, OH 43805

Dear Mr. Olson,

I would like to express my appreciation for your efforts in the monthly publication of the Torque Tube. Your information is very helpful to my husband and I in both keeping our 1937 Model 67 Plain back running and helping us slowly restore it to "original". We also have a 1930 40 series in pieces, in process of reassembly, and I wish there was as thorough a publication for this obscure year. Your efforts are appreciated, on time or not. Thank you.

Now on to the purpose of this letter. In the May issue you indicated you needed information on the BCA West Coast Meet. This meet is sponsored by the Orange County Chapter of BCA. The dates are AUGUST 14-16 at the BUENA PARK HOTEL, adjacent to Knotts Berry Farm. Entry blanks are published in the Bugle. Further information may be obtained by calling the coordinators, Jack & Cathy Corliss at (213) 925-3294. This is peak tourist season in our neck of the woods so hotel reservations must be made as early as possible. Inquiries may be addressed to Jack and Cathy at 5942 Hersholt Ave., Lakewood, CA, 90712.

Since I have room left on the page I have a couple of Buick questions. All of the literature I have seen on 1937's shows woodgrained dash and window moldings. These areas in my '37 are painted black with vertical chrome accents on the dash. When I replaced the wiring recently, obviously original, I could find no indication on edges or hidden areas that this dash had ever been woodgrained. Please tell me if plain painted dash and moldings were ever correct on this model for 1937.

Second, there are two metal pieces which fill in the space below the engine between the engine and the fender inside the engine compartment. Should these be black or the body color? They are currently black but I cant really tell what color they were to begin with. The car is currently Sandringham Maroon.

Our best wishes for a successful show in Flint. Wish we could be there. We are looking forward to reading all about it in the Torque Tube.

Sincerely,

Karren Schaeffer

Mrs. William Schaeffer

* * * * * *

Our thanks to Karren Schaeffer for providing information on the BCA meet in California.

The answer to her easy question first: The "splash pans" are black. I would use the same paint you use on the frame and running gear. (Unless you paint the frame metallic purple, in which case you are marching to a different drummer in a different parade, and probably shouldn't be reading this rag at all.)

Mysteries concerning dash and molding finishes persist despite all my efforts to dispel them. We can say with reasonable certainty that some things <u>are</u> authentic, but that does not necessarily mean that all other possible things are not. Especially after the passage of many years, something may appear original even though it is not in fact. My advice to the Schaeffers was to very carefully scrape or -- better -- wet sand an area that would not be expected to receive much wear, and try to find out, layer by layer, what is underneath the black paint. If there is no evidence at all of a wood grain finish, we might conclude:

(1) that the entire dash panel and all moldings were once removed and re-done, for reasons now unknowable; or

(2) that black was on '37 Centuries an "option" of which we have heretofore seen no evidence; or

(3) that in 1937 one could "special order" a more-or-less "custom" dash and molding finish to be done at the factory, just as one could order a special exterior paint color.

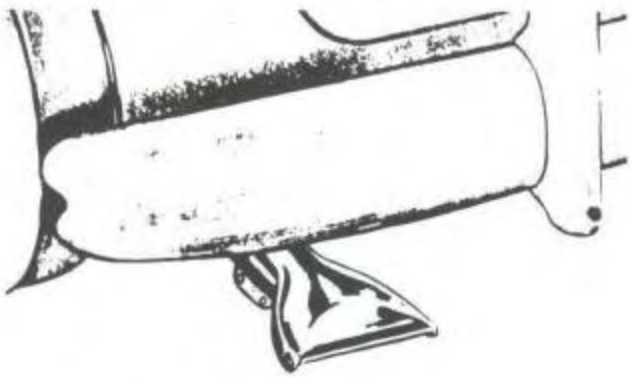
Even if one is fairly convinced in one's own mind that a particular deviation from known authenticity is correct, there is the problem of convincing judges of that, if one intends to have the car judged. Written evidence in the form of factory publications is obviously the most convincing. In this case, we have no such evidence.

Can any member shed any light on this? — Bill

From the 1938 Accessories Book

BUICK EXHAUST PIPE TRIM

Part No. 982088



DESCRIPTION

Steel stamping, heavy nickel chrome plate.

Baffled, so that hot exhaust gases do not strike the top surface.

1⅞ inch pipe diameter, will fit pipes from 1½ to 2 inch O.D.

Packed singly in attractive carton.

Self clamping flanges with two ¼ inch bolts.

FEATURES

Dresses up the exhaust pipe which otherwise is generally rusty and objectionable looking.

Keeps exhaust gas down and away from the rear bumper.

Retains its brightness because the top section does not become overheated

AVAILABILITY

Stocked at all Buick G.M.P.D. Warehouses.

This is an X item also used by Olds and Pontiac. All Dealer and Distributor orders must be placed with G.M.P.D. Warehouses. No stock carried at Flint.

PRICE

List Price $1.00.

Practically no time required for installation.

BUICK REAR COMPARTMENT LIGHT

Part No. 980572

DESCRIPTION

Stamped and plated steel cover and reflector on a steel base which attaches to the inside top center of the rear compartment lid. (Note--Holes are provided in all lids for 1938, except coupes. Layout for drilling coupes in each package.)

Connects to tail lamp by lead wire having two bayonet connectors. Remove tail lamp lead and attach to one connector then attach other connector to tail lamp.

Gravity switch automatically lights lamp when lid is raised.

Can be installed on 1937 models by cutting off bayonet connectors and attaching lead wire to tail lamp terminal screw.

FEATURES

Lights rear compartment automatically. No separate switch.

Steel case prevents damage to light.

AVAILABILITY

Stocked in all Buick G.M.P.D. Warehouses.

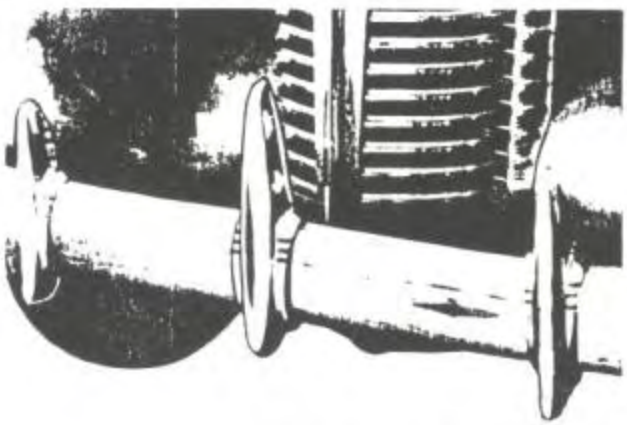
PRICE

List price $1.25 not installed.

Time required about .2 hour, except coupes, .5 hour.

BUICK GRILLE GUARD

Part No. 980586



DESCRIPTION

Heavy Steel Stamping—Standard Nickel Chrome Plate.
Mounting stud uses hole in bumper provided for Medallion, which must be removed when the Grille Guard is installed.
Extra reinforcing clip and bolt at bottom.
Length overall 13 inches, giving about 7 inches protection above the top of bumper bar.
Same general design as regular bumper guard but considerably larger.
Packed in display carton.

FEATURES

Protection to expensive Radiator Grille, Center Strip and other parts.
Prevents bumper interlocking with subsequent damage to fenders.
Good looking because it matches perfectly the regular bumper guards and other design features.

AVAILABILITY

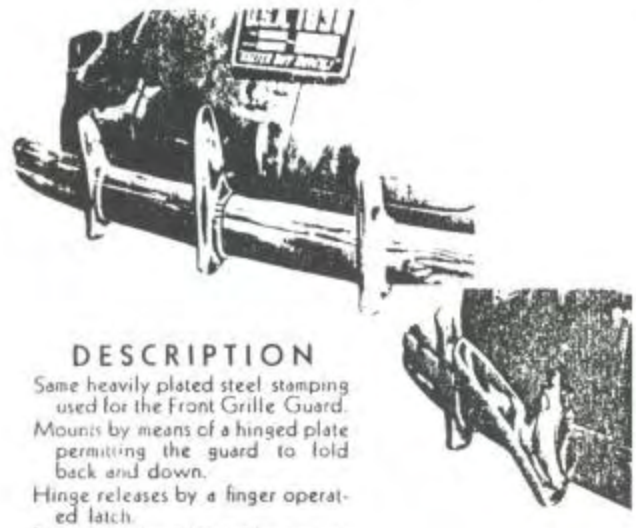
Stocked by all Buick G.M.P.D. warehouses.

PRICE

List price $1.85—not installed.
Time required .1 hour.

BUICK REAR CENTER GUARD

Part No. 980568



DESCRIPTION

Same heavily plated steel stamping used for the Front Grille Guard.
Mounts by means of a hinged plate permitting the guard to fold back and down.
Hinge releases by a finger operated latch.
Packed in attractive display carton.

FEATURES

Protection for the rear light and lid handle assembly.
Prevents bumper interlocking.
Harmonizes with bumper guards and other rear parts.
Folds down and does not obstruct rear compartment or spare tire spaces.
Requires no tools to operate and no cutting of guard shield.

AVAILABILITY

Stocked at all Buick G.M.P.D. Warehouses.

PRICE

List Price not installed $2.95.
Time required about .1 hour.

BUICK INVISIBLE BUG SCREEN

Part No. 980571

DESCRIPTION

Rust proofed 12 mesh wire screen 15 inches by 19 inches.
Steel reinforcing bars top and bottom, bound with fabrikoid.
Attaches in front of radiator core, back of the grille. Held in place by tension hooks at the bottom, and steel bar at top of grille sections.
Individually wrapped in cellophane.

FEATURES

Prevents entrance of insects into the radiator core and maintains radiator efficiency. Also keeps the engine space free from accumulations of bugs, flies, etc.
Vibration helps to keep the screen clean but it is easily cleaned by using a hose thru the front hood opening when necessary.
Concealed, therefore does not detract from appearance of car.
May be left installed the year around.

AVAILABILITY

Stocked at all Buick G.M.P.D. Warehouses.

PRICE

List price $.95—not installed.
Time required about .1 hour.

BUICK CENTERLINE DUAL RADIO Part No. 980567

DESCRIPTION

6 tubes, 5 Octal base and 1 all metal in circuits as follows:
- 1 - 6 K7 — Radio frequency.
- 1 - 6A8G — First detector and Oscillator.
- 1 - 6K7G — Intermediate Frequency.
- 1 - 6R7G — Second detector—First Audio and Automatic Volume Control.
- 1 - 6J5G — Audio Driver.
- 1 - 6N7G — Output.

New Synchronous Vibrator for plate current supply, no rectifier tube.

Built-in Ignition Noise Suppressor.

Iron Core Transformers.

Dual Speakers—One speaker in front of radio case directly back of the instrument panel grille. The other an 8 inch dash mounted speaker with permanent Magnet Field.

Manual Tone Control—Volume Control and Sensitivity Switch (local or distant).

Oversize power transformer and filter condensers.

Insulated Running Boards for antennae.

Built for easy servicing when required.

Not interchangeable with 1937 Buick sets.

FEATURES

Exceptional Tone Quality at any volume.

Keen sensitivity with very low background noise due to careful engineering and use of magnetite coils.

The Dual Speaker draws no additional battery current.

Centerline mounting provides even sound distribution to all passengers, even at high car speeds.

Ample power for any purpose and a marked lack of boom or distortion at high volume.

Built-in installation provided for in the car design.

Convenient controls and clearly legible dial.

Packed in carton complete with all antenna insulators, by-pass condensers, static collectors, etc., required for installation on 1938 Buick.

AVAILABILITY

Stocked at all Buick G.M.P.D. Warehouses.

Installed at either Flint, Linden, or South Gate when specified on car orders.

Also stocked in some Buick Zone Car Warehouses.

PRICE

List Price not installed—$67.50.

Installed at Factory $3.25 extra or $70.75.

Installation in Dealer shop requires about 1.5 hours.

BUICK CENTERLINE RADIO

Part No. 980567

DESCRIPTION

Centerline Model is the same as Centerline Dual except that it has only the one speaker built into the receiver. Centerline model does not have the dual Dash mounted Speaker.

The Centerline can be converted to Dual by removing the cap in the receiver case covering the speaker socket, removing the small U shaped jumper from the socket and plugging in the Dual Speaker Cable. Dual Speakers are not sold separately.

FEATURES

Equal performance with Centerline Dual except slightly lower peak output and somewhat less bass response, particularly in the front seat.

Sensitivity, selectivity, and current consumption, same as Dual.

AVAILABILITY

Same as Centerline Dual

PRICE

$59.75—not installed.

Factory installation $3.25 extra or $63.00 total.

Dealer installation time is approximately 1.3 hours.

BUICK MASTER HEATER

Part No. 980574

DESCRIPTION

Same type and material as DeLuxe No. 980573.

About 10 per cent. lower in heating capacity.

Smaller Case and Core but same Motor and Fan.

Less chromium trimming.

All fittings, hose, switch, etc., same as DeLuxe Heater.

Dual Defroster attached same as DeLuxe.

FEATURES

Recommened for milder climates, also for Coupes where large amount of heat is not required.

Fully meets price competition, being $5.00 lower in price than DeLuxe, yet equal in output to many competitive heaters selling up to $18.50.

AVAILABILITY

Stocked at Buick G.M.P.D. warehouses.

Shipped direct from factory.

With cars from Flint and Linden, the same as the DeLuxe Heater and Dual Defroster.

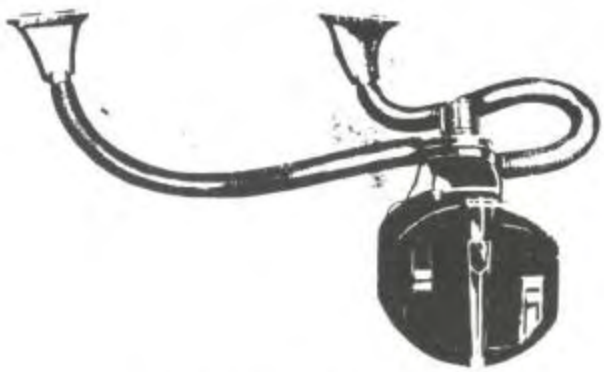
PRICE

List Price $13.95—not installed.

Time required about .7 Hr.

BUICK DELUXE HEATER

Part No. 980573



DESCRIPTION

Large capacity core. Core and pipes rust proof copper and brass construction.

New low speed motor, rubber mounted in center of core.

Improved fan and case design offering very little air resistance.

Illuminated stepless control switch.

Long life fabric and rubber hose.

Safety fuse in motor circuit.

Removable plate for installation of Dual Defroster.

Water pipes and mounting studs in vertical line for knockouts in dash of 1937-38 Buick. By drilling dash, can be installed on practically any make or model of car.

Packed in carton with all attaching parts.

FEATURES

Attractive modernistic design.

Extra heating capacity considerably higher than in 1937 model.

Quieter Motor and Fan.

Improved circulation thru foot warmer openings and double swinging deflectors.

AVAILABILITY

*Stocked at all Buick, G.M.P.D. warehouses. Shipped direct to Dealer from Factory at Lockport. Shipped with cars from Flint and Linden when specified on car orders.

PRICE

List Price $18.95 not installed. Time required .7 Hours.

***NOTE** Term "Stocked in all Buick G.M.P.D. Warehouses" on this and following pages, means those G.M.P.D. Warehouses handling Buick parts. For example G.M.P.D. warehouses at Portland, Me., Oakland, Cal., and San Antonio, Texas, do not stock exclusive Buick parts or accessories.

BUICK DUAL DEFROSTER

Part No. 980575

DESCRIPTION

Electric Motor and Double Sirocco Fan mounts on top of either the DeLuxe or Master Heater.

Stepless Control Switch. Mounting holes provided in panel flange.

1½ inch flexible pipe connects each of the Sirocco fan outlets to fittings to be installed back of the instrument panel.

These fittings connect to slots provided in each half of the lower windshield moulding.

Installs only on the 1938 car using either the 1938 DeLuxe or Master Heater. (See note).

FEATURES

Entire assembly behind instrument panel and out of the way.

Removes steam from inside as well as frost and ice from the outside of the windshield.

Has twice the heat and air output of the 1937 unit.

Long narrow slots provide a flush of air over practically the entire windshield.

AVAILABILITY

Same as DeLuxe and Master Heaters.

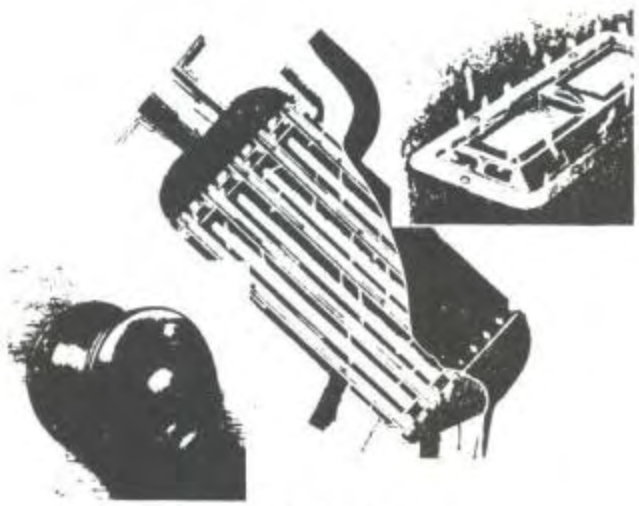
PRICE

List Price— $8.85 not installed.

Time required about one hour.

NOTE Part No. 980576 Dual Defroster is stocked in Buick G.M.P.D. Warehouses only and the outlet fittings fit the 1937 Buick. It installs on either the 1938 DeLuxe or Master Heater on a 193[illegible] Buick—any series.

BUICK HOT AIR HEATERS



DESCRIPTION

Welded steel unit in exhaust line under hood.

Air intake from motor fan blast.

Leak proof front and rear registers.

Sound absorbent flexible heat pipes.

NOTE: Not equipped with windshield defroster outlets. For defrosting purposes in Hot Air Heater equipped cars, fan type defroster fan is recommended.

FEATURES

Ample heat for both front and rear and rear passengers.

Circulates fresh air thruout the car.

Reduces frosting and steaming of door, window and windshield glass.

Uses no battery current.

Unusually quiet in operation.

AVAILABILITY

Shipped direct from factory only. Not stocked in G.M.P.D. warehouses.

PRICE — List, not installed

980539—Hot Air Heater 1937-38 "40" front	$18.00
980540—Hot Air Heater 1937-38 "60" front	18.00
980541—Hot Air Heater 1937-38 "80-90" front	19.50
980542—Rear Register 1937-38 "40-60"	6.50
980543 Rear Register 1937-38 "80-90"	7.25

BUICK AUTOMATIC CIGAR LIGHTER

Part No. 980569

DESCRIPTION

Equipped with the same tenite knob as used on regular 1938 production lighter and has the same general outward appearance.

Has automatic thermostat latch which holds the element in contact when it is pushed in. When the element becomes heated and ready for use, the latch releases, breaking the contact and pushing the lighter unit part way out.

Interchangeable with regular 1938 lighter and except for knob design, is interchangeable on all Buicks using thru panel lighters. Can be installed on practically any car.

Packed singly in attractive cartons.

FEATURES

Not necessary to hold lighter in while waiting for it to heat.

Simply push the knob. In about six seconds it snaps out with a click indicating that it is ready for use.

Heating element is exceptionally durable because it cannot overheat.

AVAILABILITY

Stocked at all Buick G.M.P.D. Warehouses.

PRICE

List price $2.25—not installed.

Time required .1 hour.

BOB CARSON'S 1937 ROADMASTER PHAETON AT A SHOW IN ARIZONA

TECHNICAL TIPS

SPRINGS

Stainless steel reproductions of 1938 accelerator, brake and clutch return springs can be obtained from **Material Search Company, P. O. Box 13334, Pittsburgh, PA 15243 (412/341-8989).** Prices are $6.50, $7.75 and $9.50, respectively, or $20.00 for all three. Write to this firm for free fastener price list.

ERRATA

The "Wheel Threads" article in Issue 7 refers to a photo showing **"Helicoil's Sav-a-Stud,"** a thread repair tool. No such photo in fact appeared; I dropped it out at the last minute to make everything fit. The photos show taps and dies. Apologies if this has confused anyone.

Author Paul Culp also points out that in the third paragraph on page 17 of the "Valve Adjustment" article reference to "the bolt of the rocker arm" is wrong: should read "between the valve end and the rocker arm." I trust anyone attempting to adjust valves will realize what we meant to say. I was in too great a hurry to get that issue out. Readers, do not hesitate to point out mistakes; we are trying our best, but infallible we ain't.

WHEEL THREADS - A POSTSCRIPT

One of our new members, **Tony Weiss** (#647), sent me an interesting postscript to the "Wheel Threads" article that appeared in Issue 7.

"During reassembly after routine brake lining inspection, I stripped out two wheel threads even though they had been cleaned and lubricated prior to assembly. This happened with far less than 65 ft.-lbs. torque. The bolts appeared to be original; in any event, they were marked "HC" without the little stress lines. Only by examination of assembled drum and wheel off the car was it apparent that the bolt was short by three threads. This is a significant short-fall, as the correct length bolt only has a nine or ten thread engagement with the drum. With three threads short, the loading is increased by about 40%. Right now, I'm 20 AACA points down -- if the judges look under the hubcaps -- with new bolts from the local NAPA store."

Our thanks to Tony for sharing this little experience. I don't know whether his problem was a unique one, but it is certainly worth checking to make sure you don't have short bolts. It may well be that, in Tony's case, incorrect bolts were substituted some time in the past.

CARBURETOR PERFORMANCE

Reprinted below are two excellent Dealer Service Bulletins dealing with carburetor performance and repair. Although intended specifically for 1938 models, the principles set forth apply to 1937 as well. Both Bulletins have appeared in these pages before; however, many new members have joined us since, and I think the Bulletins are worth repeating, especially now that summer tours are in the offing.

Not all of us -- and I hasten to add that this includes your Editor -- are capable of taking carburetors apart and fixing them. Whether you are or not, however, the knowledge gained by perusing this material can be helpful in diagnosing problems. Although many people can -- or purport to be able to -- rebuild carburetors, it is the Editor's considered judgment that the "best in the business" is Jim Alexandro. After others had been tried and found wanting, Jim fixed the carb on my '37 Special. Because of a problem with one idle circuit, the carb from my new Roadmaster will be going off to him soon. Even without that problem, however, I probably would have sent it anyway, just for the peace of mind an Alexandro rebuild provides. The price for '37 and '38 Buick carbs is $80. If this seems like a lot, consider what you get: Jim does this work <u>full time</u>, has access to the facilities of a complete modern rebuid shop, and has years of experience and a large stock of parts. Call or write:

Jim Alexandro
Box 144
Maspeth, NY 11378
718/899-0136

Call Jim for his UPS delivery address. He also sells kits if you'd like to do it yourself.

CARBURETOR PERFORMANCE 1938

Field reports indicate that service men generally perform more operations than are necessary to overcome specific carburetor complaints. By proper diagnosis, complete overhaul of a carburetor usually may be avoided.

Most of the following carburetor information has already been supplied to the service field. However, grouping the operations under definite complaint headings will assist diagnosis and permit servicing with the minimum of work.

Ignition timing, spark plug gap, and spark plugs must be up to specifications before good carburetion can be expected. Engine valve lash must also be correct.

MISSING OR "FLAT SPOT"

Missing or "flat spots" during acceleration, as "partially" or "completely", is primarily incorrect functioning of the accelerating system. By removing the carburetor bowl cover, the following checks can be made.

1. Correct aiming of pump discharge nozzles. (Stromberg) See BPS 2.019, Page 417.

2. Nozzles may be checked for being plugged and that an equal amount of gasoline is delivered by each nozzle.

3. Pump by-pass jet may be removed and inspected for correct size. See Shop Manual calibrations.

4. PUMP LEATHERS MAY BE EXAMINED FOR DAMAGE.

5. PUMP OPERATION MAY BE TESTED. The slightest downward movement of the plunger should deliver fuel at the discharge nozzles. As the plunger is moved up and down a smooth flow of fuel should occur on the downward stroke. Bubbles or air coming from the discharge nozzles indicates air is being drawn into the pump on the suction stroke.

STROMBERG - This air is usually caused by leakage of the by-pass jet, No. 28, Fig. 6-55, Shop Manual. A jet having a tapered seat, is now used which is interchangeable with the early type.

MARVEL - Pump discharge check valve, Fig. 6-58 in Shop Manual, may not be operating properly. An extra gasket is sometimes required under the screw retaining the pump discharge jets to permit proper opening of the discharge check valve.

STROMBERG AND MARVEL - A weak or erratic pump discharge indicates either leaky pump check valves on pump inlets or a pump plunger by-pass valve which opens too easily. This valve is built into the plunger and cannot be replaced, therefore, the pump plunger should be replaced. If pump leathers are not tight where plunger assemblies are crimped to hold the leather, the pump stroke will be weak.

Weak pump plunger springs will cause delayed pump action. Excessive play in pump linkage will also delay the pump action. Excessive clearances in linkage must be eliminated to obtain efficient pump operation.

Accelerating pump rods should ordinarily be connected in the middle hole. Gasoline variations may require a different setting, which is best determined by testing the car with rods set in different holes.

STROMBERG - The pump stroke on later production has been slightly increased by bending the ball end of pump fulcrum arm upward. (No. 18. Fig. 6-55 in 1938 Shop Manual). Examination of late production carburetors will indicate the amount of bending which may be done in eariler models.

A conical shaped screen is now available for any 1937 or 1938 Stromberg carburetor to protect the operating parts of the pump system from dirt. This may be obtained from Stromberg Service Stations under Part No. P-23858. To install: Remove plug underneath pump inlet check valve, No. 29, Fig. 6-55, 1938 Shop Manual. Insert with conical end of screen downward. It is advisable to remove carburetor bowl when making the screen installation. New code tags are unnecessary when installing this screen in field.

MISSING OR SURGING AT SPEEDS ABOVE 35 M.P.H.

This is caused by the main metering system.

The following checks may be made without removing the carburetor from the car.

1. Check for correct main metering jet size. Stromberg - See BPS 2.019, Page 417 for calibrations. Marvel - See Page 6-51, 1938 Shop Manual for calibrations.

2. Check for correct float level. Stromberg - Page 6-45 in Shop Manual. Marvel - Page 6-50 in Shop Manual.

After removing bowl cover, the following checks may be made:

1. Economizer vacuum piston for free operation. Stromberg - No. 5, Fig. 6-55, 1938 Shop Manual. Marvel - Fig. 6-58, 1938 Shop Manual.

   If piston fails to release with vacuum, fuel consumption will be excessive. If piston fails to open economizer jet, when vacuum drops sufficiently, mixture will be too lean above 70 M.P.H. and at wide open throttle operation.

2. STROMBERG - Check to see that restriction plugs have been installed in vent channels. See BPS 2.019, Page 417.

3. FOREIGN MATTER IN BOWL.

   Bottom of bowl may be inspected for excessive accumulation of foreign matter.

UNEVEN IDLE OR MISSING - BELOW 22 M.P.H.

1. Check spark plugs for proper gaps. Not less than .025" nor more than .032".

2. Check idle screw adjustment. See Shop Manual, Stromberg - Page 6-45. Marvel - Page 6-48.

3. Check float level.

4. If vacuum gauge is used, idle should be set so that gauge reads 1" less than maximum vacuum obtainable.

EXCESSIVE GASOLINE CONSUMPTION

Make the following checks:

1. Correct main metering jet size, as standard for heavy duty or regular air cleaner as used.

2. Pump by-pass jet leakage - Stromberg. Pump discharge check valve leakage - Marvel.

   If these items leak, gasoline will feed through pump discharge jets at high speed.

3. Correct float level.

4. Correct size economizer by-pass jet - Stromberg.

5. Free operating economizer vacuum piston - Stromberg.

   Free operating vacuum step-up piston - Marvel.

   If these items stick in low vacuum position, the consumption will be excessive below 70 M.P.H.

6. Ignition timing.

7. Operator's driving habits should be taken into consideration.

FAILURE TO START OR KEEP RUNNING - after standing several hours.

1. Check float level after car has been standing and before attempt is made to start engine. This inspection can be made through the plug hole provided.

   If float has dropped to bottom of bowl it indicates that plugs leak below main metering jets, or bowl casting or idle tubes leak. Correction must be made as needed so that level will be maintained overnight within 1/8" of normal.

2. Check accelerating pump for proper operation. A weak or inefficient pump discharge will cause a cold engine to die when the throttle is opened. A full pump discharge is necessary to supply the mixture requirements to speed up a cold engine. Satisfactory pump operation when the engine is warm is no assurance that the pump will supply enough fuel for a cold start.

3. Automatic choke operation.

   Choke fly in carburetor air horn must be free in all positions. The flexible connection between choke and carburetor air horn must not be kinked. Either will cause erratic choke action. If engine loads and runs unevenly at lower speeds when cold, it indicates volatility selector is set too rich (pointer too far toward the "low" marking). Volatility selector (see 1938 Shop Manual, Page 6-56) affords sufficient range of adjustment to compensate for fuels generally used. Chokes should never be recalibrated before properly adjusting the volatility selector.

FAILURE TO START - WARM ENGINE

Check the following:

1. Float level (through test hole in bowl) after car has been standing but before an attempt is made to start. If level is low, it indicates leakage of bowl or idle tubes, into manifold. Locate leaks and correct.

2. Remove air cleaner and check whether gasoline is leaking into manifold from the joint between main discharge nozzles and carburetor bowl.

   STROMBERG

   To correct leakage at this point, remove main discharge nozzles and install new lead gaskets around upper end of nozzles after making certain all portions of old gaskets have been removed.

   MARVEL

   Main nozzle may be loose in bowl assembly. Tighten properly.

3. If gasoline drips from center of main discharge nozzles, it indicates a very highly volatile fuel is being used. The operator must then be instructed to start engine with accelerator held wide open continuously, as outlined in 1938 Shop Manual, Page 6-56.

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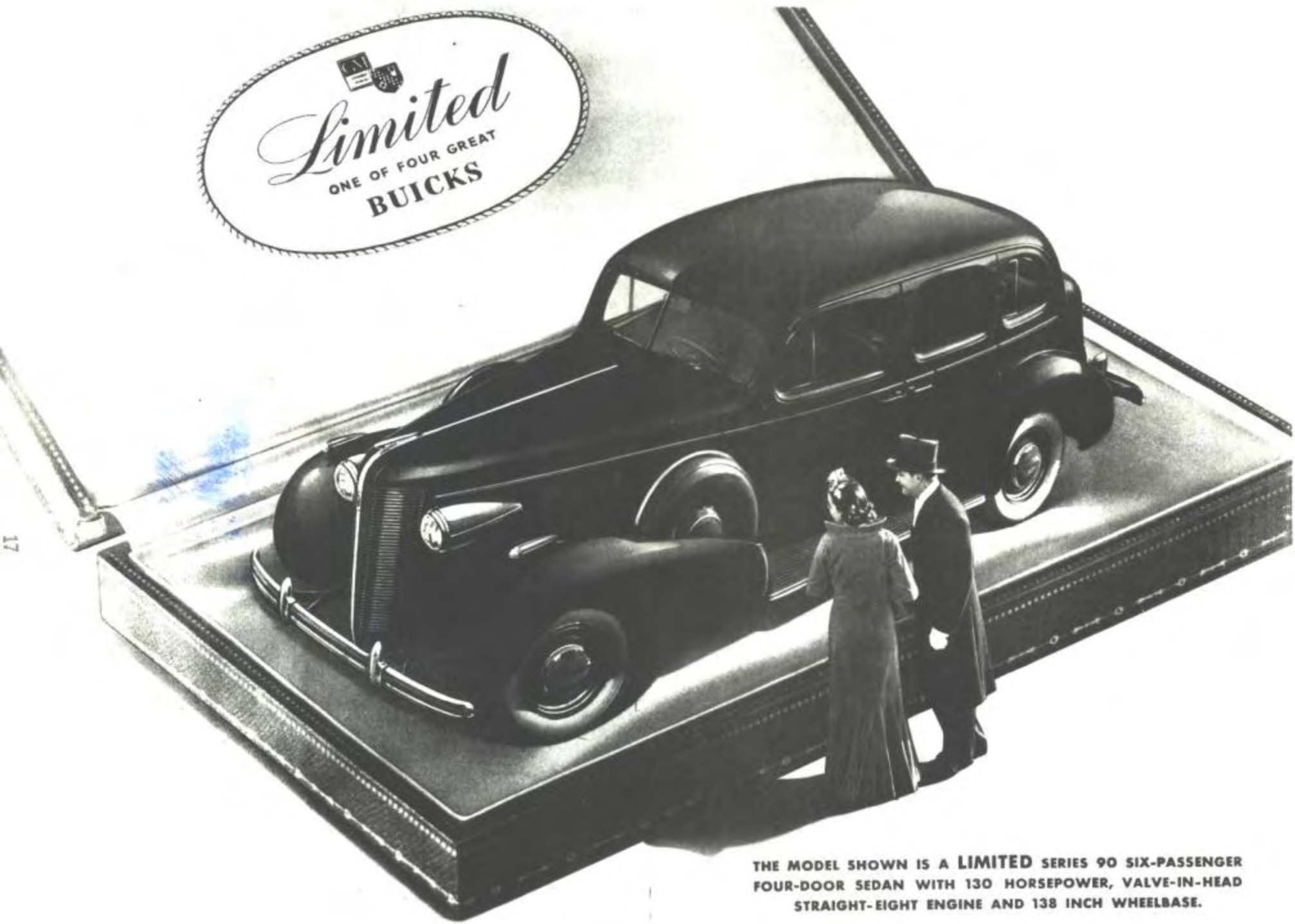

THE MODEL SHOWN IS A **LIMITED** SERIES 90 SIX-PASSENGER FOUR-DOOR SEDAN WITH 130 HORSEPOWER, VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE AND 138 INCH WHEELBASE.

STROMBERG CARBURETOR - CODE TAGS

Stromberg carburetors bearing code tags with suffix "A" and "B" are described in BPS 2.019.

Late production Stromberg carburetors, Series 40, bear code tags with suffix "C" or "D".

The "C" coding denotes the following construction.

1. Series 40 carburetors have throttle valves drilled as suggested in BPS 2.019, page 418, to provide a slightly richer mixture between 20 and 30 M.P.H.

2. Series 60-80-90 Stromberg carburetors with "C" code tag denotes that screen (Stromberg Part No. P-23858) has been installed at factory under pump inlet check valve.

3. Series 40 Stromberg carburetors with "D" code tag denotes that screen has been installed at factory under pump inlet check valve.

4. Series 60-80-90 carburetors have carried throttle valves with a single hole since the beginning of 1938 production.

NOTE: Late production Stromberg carburetors have the following changes:

1. The accelerating pump stroke has been adjusted for required amount of stroke by bending upward the ball end of the pump fulcrum arm. Examination of a carburetor bearing a "C" calibration will show the amount these arms are bent.

2. Gasoline channel in bowl, on each side of economizer by-pass jet, is restricted in late production carburetors on all series.

   This change cannot be incorporated in earlier production carburetors. It has only the effect of dampening out missing on very sharp turns. No exchanges of second type for first type bowls will be made by Stromberg Service Stations.

3. Pump by-pass jet, No. 28, Fig. 6-55, 1938 Shop Manual in carburetors coded "C", is a tapered seat type instead of ball check type as in earlier production.

CARBURETOR STROMBERG - MISSING AT VARIOUS SPEEDS - ALSO ALTITUDE CALIBRATIONS - 1938 ALL SERIES

Where missing at various speeds may occur with Stromberg carburetors, the following changes should be made to correct this condition:

No campaign is to be made on these changes but corrections are to be made only when actual complaint is received. We have established a policy for handling as per this bulletin which policy will terminate January 31, 1938.

AIMING PUMP DISCHARGE NOZZLES - (OPERATION A)

These must be located so that when pump is operated the fuel will be squirted against the side of the large venturi as illustrated in Figure 29. Incorrectly aimed tubes will cause a flat spot or missing at low speed when throttle is opened.

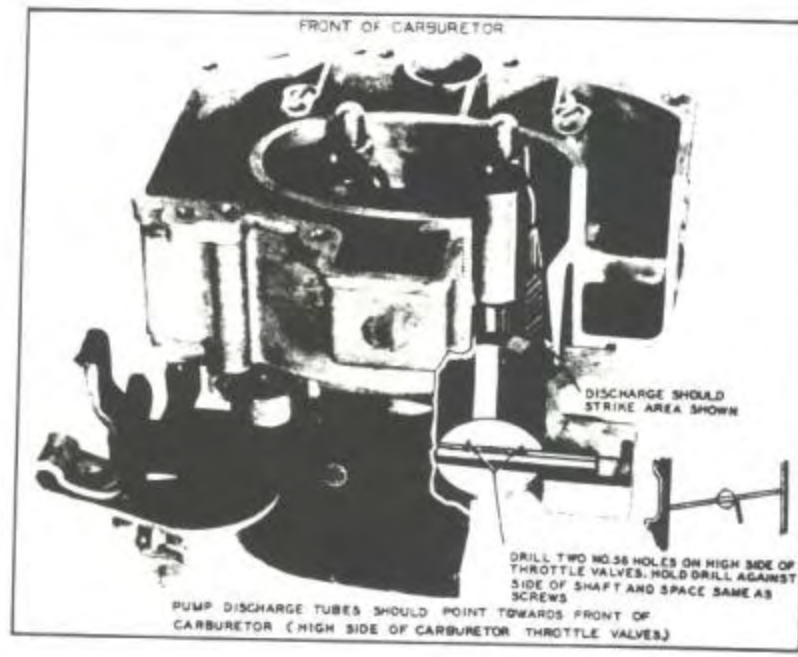

Figure 29

RESTRICTION OF VENT CHANNELS - (OPERATION B)

Use special brass plugs as illustrated in Figure 30. To restrict passages, remove High Speed Bleeders by gripping same firmly with a pair of pliers and pulling with a twisting motion. Drive in restriction plugs using care not to damage hole in same. Reinstall high speed bleeders by driving same into position with a hollow tool or tube to prevent damage to the calibrated air bleed hole in same.

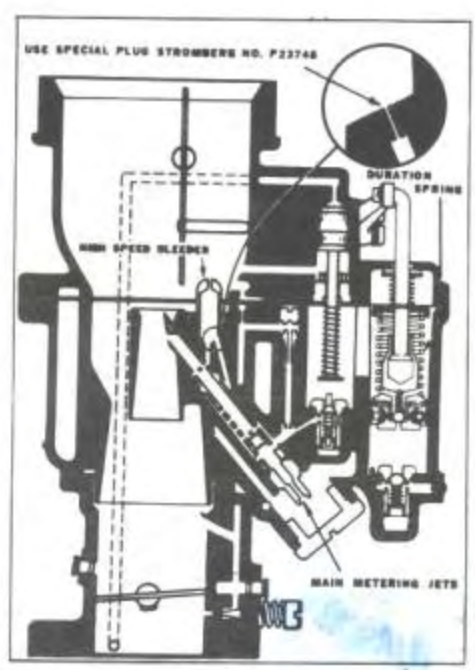

Figure 30

This operation assists in correcting a surging or missing from 30 to 75 M.P.H. (fixed throttle operation).

MAIN METERING JET CHANGE - (OPERATION C)

The various sizes of jets as used in production can be identified by the Brass Coding Tag on the carburetor according to the following table:

Early production carburetors should have the main metering jets changed to conform with the "Late Production" callibrations.

CODE NUMBER TABLE

CODE NO.	SERIES	AIR CLEANER	MAIN METER JET SIZE
7-17	40	Reg.	.047" (Early Production)
7-17-A	40	Reg.	.048" (Late ")
7-19	40	H. D.	.045" (Early ")
7-19-A	40	H. D.	.046" (Late ")
7-18	60-80-90	Reg.	.051" (Early ")
7-18-A	60-80-90	Reg.	.052" (Late ")
7-20	60-80-90	H. D.	.048" (Early ")
7-20-A	60-80-90	H. D.	.050" (Late ")

In some cases it may be found that better performance is had with one thousandth larger main meter jets than shown above:

ie - Series 40 .049 instead of .048
Series 60-80-90 .053 " " .052

NOTE: For altitudes 3500 to 9000 feet use .002" smaller and above 9000 feet use .004" smaller main metering jets than indicated for late production as above.

DRILLING THROTTLE VALVE - SERIES 40 ONLY - (OPERATION D)

To overcome missing which may still occur between 20 to 30 M.P.H. after operations A, B and C have been performed, it will be found advantageous to drill two #56 holes in each throttle valve as illustrated in Figure 29. It is necessary to remove carburetor for this drilling operation but it is not necessary to remove throttle valve from body assembly.

SHORTENING HEAT VALVE THERMOSTAT SPRING - (OPERATION E)

The heat valve thermostat should be shortened 7/16" to 1/2" to provide more tension. This operation may be performed by removing this spring; placing a scale, as indicated in Figure 31, and measuring 7/16" to 1/2", bend the spring at this point and cut off approximately 1/2", from the end of the spring. The short springs were used in production beginning with the following engine numbers:

1938-40 - Engine 43478000
1938-60 - " 63458756

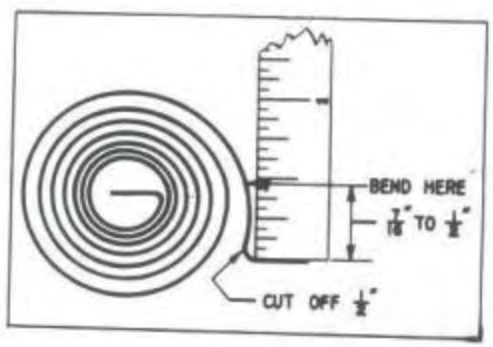

Figure 31

IDENTIFICATION

After operations A, B, C and (D, when needed) are performed, the coding tag (with suffix "B") furnished with the parts should be attached for further identification.

Carburetors with all latest changes carrying coding tag with suffix "B" went into production with the following engine numbers:

1938-40 - Engine 43467142
1938-60 - " 63455506

NOTE: Present production carburetors include aiming of discharge nozzles (Operation A) vent tube plugs (Operation B) and main metering jets, same as shown for late production in above table. These carburetors carry coding tags having suffix "B" after the numeral.

OTHER CONTRIBUTING ADJUSTMENTS

(No labor allowance is made for following adjustments):

FLOAT LEVEL

Should be checked with engine idling by removing sight level plug. Fuel level should be at bottom of threads in body.

IDLE ADJUSTMENT

Best results are obtained by first adjusting idle screws for maximum vacuum, with a normally warm engine, and then turning each adjusting screw out (richer) until vacuum gauge drops approximately 1/2" (per bank) or a total of 1"

SPARK PLUGS

Best results through all ranges can be obtained with spark plug gaps at .032". A few cases of missing have been traced to defective spark plugs.

IGNITION TIMING

This is an important factor for proper operation and economy and should be checked if a lack of detonation indicates late timing or if excessive detonation indicates early timing.

VALVES

Should be properly lashed.

HEAT CONTROL VALVES

Must be free closing and opening. (See 1938 Shop Manual, Pages 6 41 and 6-42.)

VOLATILITY SELECTOR SETTING

If engine has a tendency to "roll" due to rich choke when engine is started cold, follow instructions given in Shop Manual, Page 6-56, under "Volatility Selector" for proper correction.

AVAILABILITY OF PARTS

Vent Plugs, Main Meter Jets and Coding Tags are available through the Zone or Distributor as per following table.

Orders should be placed with the Zone or Distributor Parts and Service Manager for a sufficient number of sets to correct cars known to be subject to complaint.

Requests for this material should specify Series for which it is to be used and in Zones Using Heavy Duty Air Cleaners or Altitude Calibration orders should so specify.

NO. REQ. PER CARB.	SERIES	DESCRIPTION
2	40	.048 Main Meter Jets
2	40	.046 " " " (H.D. Zones only)
2	60-80-90	.052 " " "
2	60-80-90	.050 " " " (H.D. Zones only)
2	All	#70 Vent Restriction Plugs
1	40	7-17 B Coding Tag
1	40	7-19 B " " (H. D. Zones only)
1	60-80-90	7-18 B " "
1	60-80-90	7-20 B " " (H. D. Zones only)

ENGINE BREATHER MODIFICATION

Article and Photos
by Rick Wilson

While rebuilding my '37 Century engine, I discovered that the crankcase breather unit (on the left side of the block) was sealed at the factory. This makes it impossible to change the filter element. The only way to clean the filter is to periodically soak the complete unit in solvent. I suppose that worked well enough by the standards of the time, but nowadays we like to CHANGE filters, not just clean and re-use them. Besides, I'd just spent a considerable amount of money to rebuild my engine and I didn't relish the idea of using a filter that was 50 years old.

After studying the problem for a while, I came up with a way to modify the breather unit so the filter element can be changed, yet the installed unit shows no outward sign of modification. I believe this procedure can only improve the performance and reliability of the old straight-8, as it insures that clean unrestricted air passes through the crankcase. The breather filter can be changed each time you change your oil, or whenever you choose.

The modification is simple and only costs about two dollars. About half that cost is for the filter material, but you get enough material for six or seven changes. So, you can see the cost is more than reasonable.

The breather housing has two pieces: front and back. These two pieces are held together by a ferrule which is flanged on each end. A bolt passes through the ferrule to attach the breather unit to the crankcase. This bolt must be replaced by a bolt of the same size and length, but the new bolt must have threads at least half the length of the bolt. (The one I used was fully threaded.) You'll also need two nuts, and a flat washer. A lock washer to go between the two nuts is optional. These items should cost less than one dollar at a hardware store. While at the hardware store go to the sandpaper department and get a packet of 3-M stripping pads. They cost about $1.50 and come in green or red. Take your pick. These are your new filters.

To make the modification, the ferrule flange on the back side of the unit must be removed. Carefully grind or file the flange off. Once the flange is removed the breather unit easily separates. With the breather unit apart you can remove and dispose of the old hog hair type bottom of the breather housing, then cut a longer piece to fit over the first piece. Put holes in the centers of the filter material to allow the bolt and ferrule to pass through. I suggest you dip the filter material in light oil, shaking off the excess. Dirt in the air passing through this filter will tend to cling to the oil. Now re-assemble the breather housing with the new filters and pass the new bolt through the unit. Place the flat washer over the bolt and turn on a nut until it just snugs the flat washer against the back of the housing. Now tighten the second nut against the first nut. (A lock washer between these nuts is optional.) With these nuts tightened properly the housing pieces are held firmly together - yet the bolt will still turn freely, enabling it to be threaded into the engine block. When mounted to the engine block this improved breather unit shows no outward signs of modification.

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How to Handle Door Handles

REPAIRING DOOR HANDLE MECHANISMS
Article and Photos
by Paul B. Culp

I - DOOR HANDLE SCREWS

My father says you can tell how many miles a Buick has traveled by how much the door handles droop. This certainly is one of the external signs of use. Generally, this condition can be remedied quite easily by tightening the tapered screw which secures the handle shaft to the brass bushing in the lock mechanism. The installation and inspection hole is on the side of the door above the latch. Perhaps before attempting to "tighten her down", it would be prudent to remove the screw and inspect it.

If thread wear or stripped threads are evident, purchase the tapered screw from one of the Buick restoration parts houses. As with the original, these replacement screws are heat treated and hardened for good service life.

At this point you could remove the handle for inspecting, cleaning and polishing, etc. Before installation, lubricate the handle shaft surface. Next apply any high contact pressure grease to the threads and taper of the door handle screw.

When installing the handle, you may need to seat it with an up and down wiggling action. Remember that the screw is only 8/32 in size (.164 over the thread diameter) and is threaded into a brass, not steel, bushing. Caution should be exercised here along with periodic inspection and tightening in the miles ahead.

This procedure is only the first step. If drooping persists then attempt to twist the handle on the shaft using a bench vise. Obviously much care is required with this technique.

Tapered screw in brass latch bushing.

Reproduction and original screws.

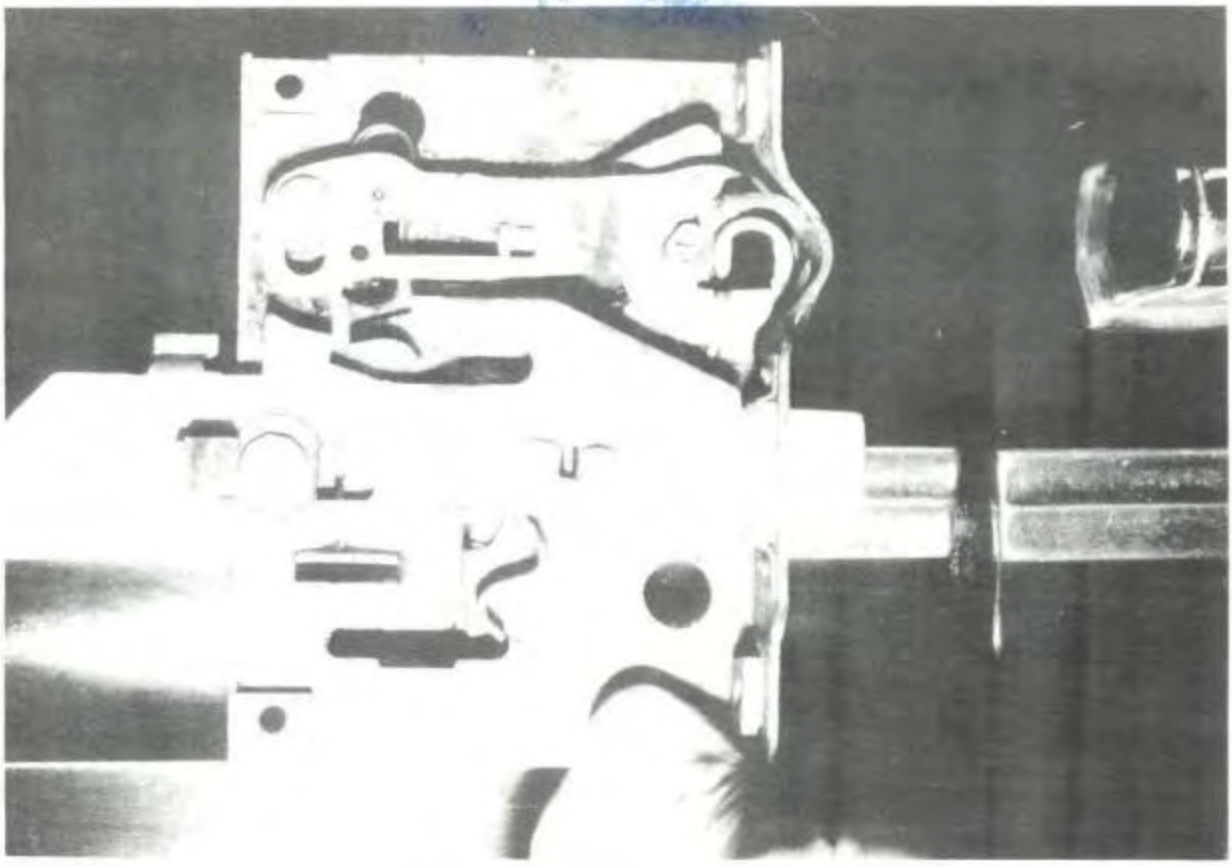
II - REMOVING BROKEN DOOR HANDLE SCREW

On one door on my car, the tapered screw would not seat and tighten the handle. Apparently, it was overtightened and broke, leaving the threaded portion in the brass casting of the latch mechanism. I was able to correct this situation by using a left-hand drill bit and a reversible high speed hand drill rather than extracting the complete door latch mechanism. Let me explain.

Practically all bolt and screw threads are right-hand (clockwise) for tightening. So it is with drills: they cut in a right-hand direction. Attempting to extract this 8/32 screw with an undersize #29 (.136 diameter) conventional tap drill will only cause the broken part to screw itself deeper as the drill begins to cut. Another tool used for extracting is the "Easy Out": a hardened left-hand, counter-clockwise tapered screw with very steep pitch to the threads. In this situation the hole diameter is too small for the "Easy Out" technique.

Using a left-hand reversible high speed electric drill, you can effectively remove the broken screw, as it unscrews itself once the drill bit begins to cut. The drill bit I used has a left-hand pitch of 3/32 (.093 diameter). These can be found at large hardware stores, or an industrial supply outlet for the machine and tool industry.

Hold the handle down against the return spring in the door mechanism. This will permit a clear extraction once the drill catches and it backs out of the screw. If you have it, the use of compressed air to clear any chips is a good idea. Then insert the handle following the technique described above.

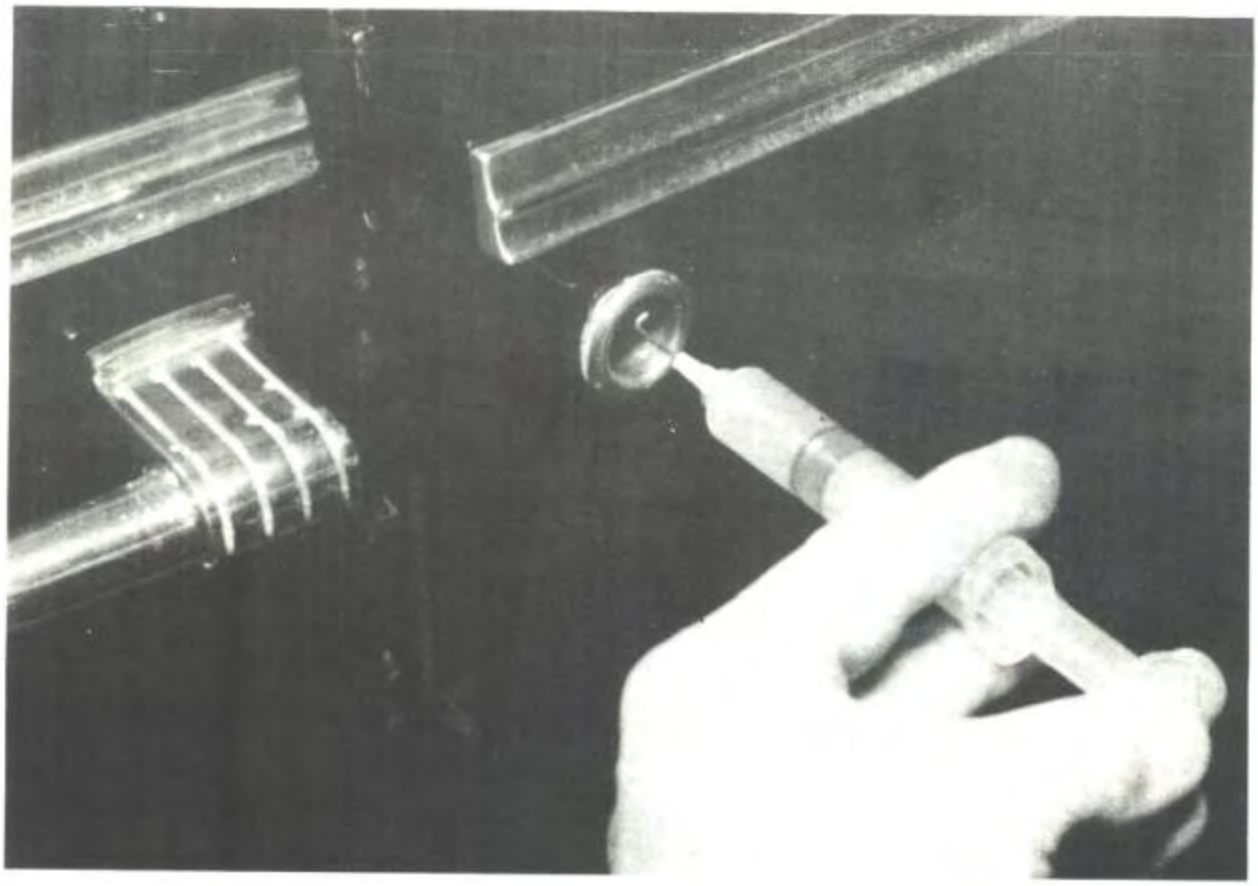


Latch assembly held outside of door panel. Notice the different types of springs used in the mechanism.

III - DOOR LATCH MECHANISM & LUBRICATION

If the handle binds in operation, perhaps all that is necessary is internal lubrication. This may not be easy, since the mechanism is in the door behind panels and other hardware. My solution is to use a small hypodermic needle with a right-angle bend on its end. After you remove the handle then insert the needle in the same hole, and with a liberal amount of pressure force out the lubricant in a fanning type of action. To get the lubricant into the lock mechanism, I depend on the capillary action of penetrating oil. Mixing Lubri Plate and Kroil or WD-40 in a 50/50 mix gives me fine results. The capillary action of the penetrating oil will carry the lubricant into position. This avoids the need to remove the lock mechanism, thus saving much time.

If your problems are more severe then it is the conventional approach; remove hardware, door panel, then lock mechanism. After cleaning, adjusting, shimming and lubrication, it's ready for installation. These photos will help you visualize and prepare for this project - its results being a like-new door operation.



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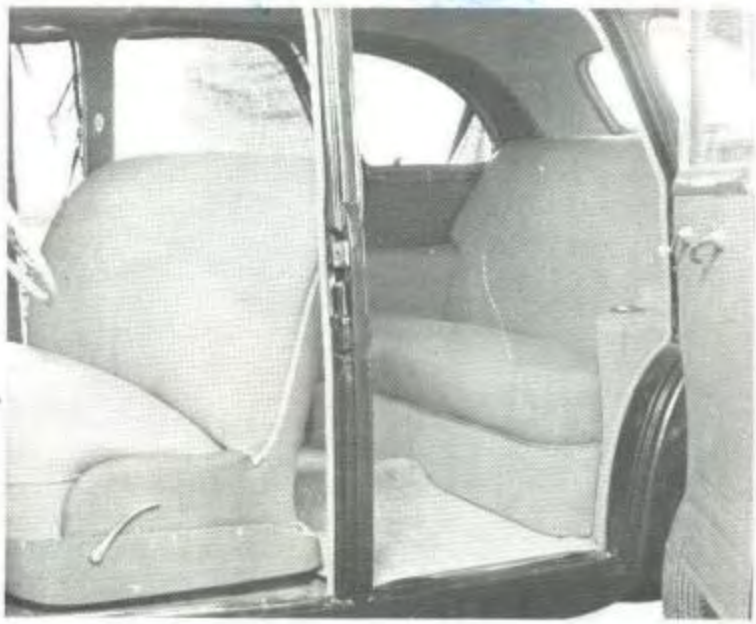

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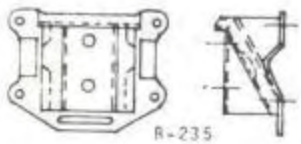
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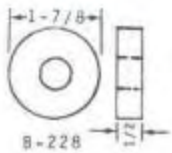
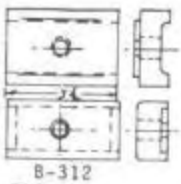


B-228

1937 Pad, transmission support, 1297169, 2/car. Ser. 40.
B-228 . . . . . $ 12.50/pr.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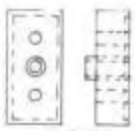
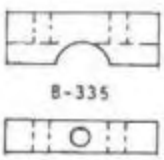
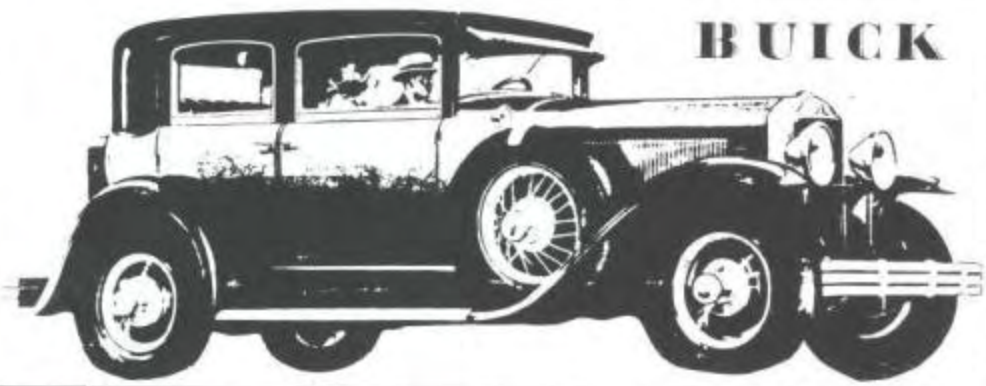
1938 Pad, transmission mounting, upper & lower. #1305964 upper. #1302573 lower. Revulcanizing service only. Send in your original steel plates and tubes and we will revulcanize with top quality rubber to new condition. Allow 3 weeks.
Series 40 only. w/standard trans.
B-312 . . . . . .$39.00/pr.


B-296

1938 Pad assembly, transmission support, lower. #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks. All Series 40.
B-296 . . . . . $ 20.00/ea.


B-335

1938 Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236 & #1304840 for Series 60, 80, & 90.
B-335 . . . . . $ 22.00/pr.



BUICK

The company that David Dunbar Buick gave his name to nearly died a dozen times before it's silver anniversary in 1929.

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PARTS FOR SALE

Buick Torque Ball Seal Kits include shim gaskets, cork packing, and a tube of silicone. Will fit the following: 1937-38 all series; 1939 80 & 90; 1940-41 all series; 1946 series 40, 50, 70. Complete kit for $29.95 postpaid. NJ residents add 6% sales tax. Send check or money order with name and address, year and series of car, and quantity you need. Allow 2-4 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)
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West Paterson, NJ 07424

1937-1938 running board moldings (all series). Send SASE for price list.

BUICK RESTORATION SERVICES
P.O.Box 442
Perry, MI 48872

DECALS

I just realized that the "Del" of Del's Decals, often seen at meets, is member Del Carpenter (#620). Here's a list of his stuff for '37 and '38:

B-AC-2	Air Cleaner (not oil bath)	$ 3.00
B-VC-2	Valve Cover (1937)	$ 5.00
B-VC-3	Valve Cover (1938)	$ 5.00
B-OF-3	Oil Filter	$ 3.00
B-GB-1	Glove Box Key Instructions	$ 1.00
B-GB-3	Glove Box Tire Pressure (1937)	$ 1.50
B-GB-4	Glove Box Tire Pressure (1938)	$ 1.50
B-GB-9	Owner's Manual Envelope	$ 2.00
B-GB-14	Interior Care Booklet	$ 3.50
B-GB-15	Battery Warranty Card	$ 2.00
B-GB-16	Tire Warranty Card	$ 2.00
B-12	Generator Field Terminal Tag	$ 2.00
B-11	"Buick" Lube Sticker	$ .50

Order by Number.

Del's Decals
6070 Ten Mile Road, N. E.
Rockford, MI 49431

This photo was taken in London, England by Paul Culp's father in November 1981, during the filming of the TV "mini-series" on Golda Meir. (Paul, Sr. just stumbled into it, I gather.) You can see this scene about halfway through the "mini-series." It is supposed to represent an American scene of the late 1940's. Whether the producers were clever enough to remove that British license plate, I don't know. Apparently they were not clever enough to find a later model American car. As many photos show, however, there were still many ten- or fifteen-year-old cars on the road in the 1940's.


"Better buy Buick!"